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## FREDERICK TO HIS PEOPLE. PROCLAMATION ISSUED BY THE NEW GERMAN EMPEROR.

gulogizing the founder of the empire and PROMISING TO FOLLOW IN HIS FOOTSTEPS BY MAKING GERMANY THE CENTRE OF PEACE. Berlin, March 12.-An extraordinary edition of "Official Gazette" contains the following

proclamation from Emperor Frederick: "To My People: The Emperor has ended his glorious life. In the much loved father whom I bewail, whom my royal house with me laments in deepest sorrow, the faithful Prussian people have lost their fame-crowned King, the German nation the founder of its unity, and the newlyrisen empire the first German Emperor. His illustrious name will remain inseparably bound up with all the greatness of the German fatherland, in whose new creation the strenuous labor of the While King William raised the Prussian Army to the heights of its carnest vocation by never-tiring care, a nation's father, he laid a sure foundation for the victories which were afterward gained by German arms under his leadership, and out of which sprang national unity. thereby secured to the Empire a position of power such as up to that time every German heart had yearned for, but had scarcely dared to in honorable death-bringing fight, he was destined to strengthen and beneficially increase by the long and peaceful toil of his laborious years of

Safely resting upon her own strength, Germany stands forth esteemed in the council of the nations and desires only to enjoy in peaceful progress that which she has won. That this is so we have to thank Emperor William. In his never-waning devotion to duty and his indefatigable activity onsecrated to the welfare of the fatherland, was supported by his reliance upon the selfsacrificing devotion of which the Prussian people have given unvarrying proofs and in which all the German races have shared.

"All the rights and duties which are connected with the crown and my house, and which, for the time that, according to God's will, may be allotted me to rule I am resolved faithfully to preserve honer now passed to me. Imbued with greatness of my mission, I shall make it my whole endeavor to continue the fabric in the spirit in which it was founded-to make Germany the centre of peace and to foster her welfare

## THE EMPEROR NOT SO 1LL.

BUT PRINCE BISMARCK IS WEARIED AND WORN OUT.

### ALL BERLIN GOING TO THE CATHEDRAL TO CAST FLOWERS BESIDE THE COFFIN OF WILLIAM I -DESCRIPTION OF THE CATAFALQUE -THE DEAD EMPEROR LOOKS SMALLER THAN IN LIFE.

BERLIN, March 12.-Emperor Frederick passed a fairly good night. His condition appears satisfactory. His upright bearing last night in walk-Remo to the carriage is regarded as proof that the reports that he had suffered a relapse in strength are groundless. It is stated that Emperor Frederick's physicians were opposed to his going to his father's death-bed. The "Reichsanzeiger" (official organ) says: "The Emperor in spite of his trying journey and his emotion feels no unss, and his respiration is not impeded. The local symptoms are unchanged. Further bulletins will be issued by his Majesty's command from time to time, and will be signed by Drs. Mackenzie, Doegner, Krause and Hovell."

Prince Bismarck went to Charlottenburg this afternoon to report verbally to the Emperor. The "North German Gazette" gives prominence to the announcement that the Chancellor has en severely tried by recent events, and that he has been ordered by his physicians to abstain STEPPING LIGHTLY AND WALKING WITH HIS as far as possible from business.

The President and Vice-Presidents of the Reicha letter to Emperor Frederick which they say: "The Reichstag feels impelled to testify its devotion to the Emperor, and we therefore inquire whether your Majesty is inclined o receive an expression of its feeling." A similar letter was sent to Empress Victoria. The President and Vice-Presidents requested the Dowager-Empress to grant them an audience for the purpose of receiving their condolences. Upon the opening of the Upper House of the Prussian Diet to-day the President said: Words are too feeble to depict the sorrows

which are filling our hearts, and which echo throughout Germany and the world. The regenerator of the Empire, the Nation's pride, is no more. Let us bow with humility to God's will, fortifying our confidence in the future by locking to the reigning Emperor. May God vouchsafe him His gracious support and protect him so that, his precious health strengthened, he may exercise his arduous office with inherited devotion to

The Emperor has conferred the order of the Black Engle upon Empress Victoria and also upon Herr Von Friedberg, Minister of Justice.

The coffin containing the body of Emperor William is covered with purple velvet, with gold prnaments. On each side of the catafalque are three large candelabras, with lighted wax tapers. Taborets covered with white silk worked in gold are placed alongside the coffin. The taborets bear the Emperor's crown and the insignia of the various orders to which he belonged. The cathedral has been open to the public since

nave, the River Spree flowing behind it from east west. Entering the chief portal from the lustgarten, a bridge, draped in black, is crossed, leading to the northern door. Looking from the bridge the catafalque is visible on the eastern side. The front of the altar is covered with ermine, bordered with purple velvet cloth.

The Emperor's head rests on a white satin pillow. The face is turned in the direction of the entrance. There is but little change in his appearance, although he looks unusually small. A large carpet covered with crape, on which is placed fifty chairs for members of the court, is spread in front of the catafalque. A large tribune, with ascending rows of seats, is placed on the

western side for high military officers. Since midday an unbroken stream of people dressed in mourning has been passing through the streets toward the cathedral. Nearly everyone carried flowers and wreaths to lay before the

The Empress of Germany and her daughters made a visit of condolence to-day to the widow of the Emperor. They afterward proceeded to the cathedral and remained for a long time be-

side the catafalque.

It is proposed that 180,000 workmen who insured against accident and illness under the law which the late Emperor William initiated. line the sides of the streets along the route to be taken by the functal procession of the dead Emperor from the cathedral to the mausoleum.

NEW BRAZILIAN MINISTRY. Rio Janeiro, March 12.-The new Brazilian Minis-

by it composed as follows: Marrie-S NOR VIERRA. War-SENOR COELHO-ALMEIDE. Justice-SENOR VIANNE.

JOHN L SULLIVAN HEARTBROKEN. Loudon, Murch 12 - sullivan and Mitchell arrived in orden this morning. Sullivan started for Liverpool a e afterward. Mitchell's friends are very jubi-the result of the fight. Sullivan's face and

hands seemed hadly mauled. Friends assisted him to the train on waich he proceeded to Liverpool.

Liverpool, March 12.—Upon his arrival here Sullivan drove quietly to a hotel. It is reported that he is exhausted. He declined to see any one. Hundreds of persons were at the station awaiting his arrival. He

BRITISH NAVAL REFORM.

VOTING AGAINST LORD C. BERESFORD. HIS EXPOSURE OF OFFICIAL NEGLIGENCE TICKLES

LONDON, March 12.-The navy estimates were disussed in Committee of the Whole in the House of ommons to-day. Lord Charles Beresford, lately a Junior Lord of the Admiralty, submitted a motion declaring that an entire reform was needed in the man-agement of the naval service. He said that when he that he intended to say his say to them as well as anybody else. (Laughter.) But frank speaking availed little against a system of many years' growth, under which the chief of the department was totally ignorant of everything connected with it and depended

clerk came to me in the forenoon with a paper and a wet pen. I said: 'What is that?' The clerk replied: 'It's the navy estimates. Sign them.' I said: 'Certally not. I haven't read them and know nothing about them.' The clerk responded: 'What of that?' They require your signature.' (Roars of laughter.) But I did not sign them."

This incident, he said, showed the way things were The department ought to be thoroughly over-If England had maintained her naval superfority, it was owing to the inherent manly qualities of the race. Nothing was owing to good administration.

Lord George Hamilton, First Lord of the Admiralty, replied, condemning the tone of Lord Charles Beres ford's remarks. He insisted that the naval adminis-tration was fairly perfect. Although reforms were required, the authorities could beast that there was no corruption among the civil officials and no want of capacity among the officers. He admitted that the system was defective, but said that under incessant oriticism it would be amended.

After speeches by G. R. Bethell, a commander in the Navy, and other members connected with the service, Lord Charles Beresford's motion was defeated

### MARSHAL MEADE AND HIS MEN RELEASED. THE ARREST AT JANOS MADE IN ACCORDANCE WITH

MEXICAN LAW. El Paso, Tex., March 12.-Senor Lauro Carrillo, ecting Governor of the State of Chihuahua, Mexico. is here. Janos, the town where United States Marshal Meade, of Arizona, was arrested by Mexican authorities, is in the State of Chihuahua, and therefore within Governor Currillo's jurisdiction. Governor Carrillo is fully informed about the arrest, and said yesterday: "The United States officers were arrested because, without either authority under the treaty or permission from the Mexican officials, they found in Mexico in arms, in pursuit of alleged train robbers. The arrest was made by Mexican customs officials. I was informed as promptly as a huahua, a ride of a day or more. I at once tele-graphed the facts to the City of Mexico and requested nstructions from the Federal Government. I was lirected to order the release of the officials, but not to by courier, and suppose that Marshal Meade and his

# USUAL COMMANDING MIEN.

London, March 12,-" The Times" says: " When Emperor Frederick reached the castle at Charlottenburg last night he stepped lightly from the carriage, holding a handkerchief to his lips. When he arrived indoors he threw open his military mantle, holding himself erect and firm, to the joy of those who saw him. He walked upstairs with

of those who saw him. He walked upstairs with his usual commanding mien. An officer who was present speaks enthusiastically of the Emperor's appearance and deportment."

Count von Hatzfeldt, the German Ambassador, dressed in deep mourning, paid an official visit to Lord Salisbury to-day to convey a special message of thanks from the German Government for the message of sympathy and condolence sent by the English Government to Berlin. A requiem service to be held in the German Chapel Royal, St. James's Palace, has been fixed for Friday. The service will proceed simultaneously with the service in the Berlin Cathedral. It will be a state function. All the members of the Royal family, the Ambassadors and Ministers now in London will be present.

ANOTHER ATTACK ON SUAKIM. THE ACTING GOVERNOR OF THE TOWN SAID TO HAVE BEEN KILLED.

London, March 12 .- It is reported that the Soudanese have again attacked Suakim, and that the acting Governor of the town has been killed.

TO REPRESENT THE CZAR AT THE FUNERAL. St. Petersburg March 12.—The Czarcvitch and the Grand Dukes Nicholas and Michael will start from St. Petersburg for Berlin to-morrow. They will be accompanied by their full suites and also a deputation from the Czar's military household, including Aide-de-Camp Chakousky-General of Suite, General Fredericks, Colonel Abolensky, Captain Beuckendorf, and deputies from three regiments of which Emperor William was honorary colonel.

THE DEBT OF GREAT BRITAIN. London, March 12.—In the House of Commons to-day, Mr. Goschen's scheme for the conversion of the National debt had its first reading. Mr. Goschen will explain the

budget on March 26. A NEW BOULANGER ORGAN. Paris, March 12.—The new Boulanger organ, "La Co-carus," made its appearance to-day. It had a large sale on the boulevards.

TO MOVE THE LOCAL GOVERNMENT BILL.

London, March 12.—Sir George Chetwynd, in his sub-against Lord Durham for libel in connection with the recent turf scandals, places his damages at £20,000.

# DROWNED FROM A CAPSIZED DORY. GLOUCESTER, Mass., March 12.—The schooner Brun-hilda, which arrived here yesterday from the Grand Banks, reports the loss of Daniel McKinnon and Alonzo McMaston, two of the crew, by the capsizing of a dory, while attending trawls. McMaster belonged in Guysboro, N. Y., and McKinnon on Prince Edwards Island. Both were unmarried.

BEATEN AND HOBBED BY POOTPADS. CHICAGO, March 12.-Edgar Holt, 1r., member the firm of L C. Barron, Holt & Co., of this city, was robbed and beaten into insensibility last night in Michigan-ave., near Harrison-st., by three garroters, who escaped in the darkness.

TWO DUELLISTS KILL EACH OTHER. ALBEQUERQUE, N. M., March 12.-A duel, ending in the death of the contestants, occurred at Springerville, Arizona, last evening. William Pitman and a man named Blaine, had agreed to fight out a quarre-over cards, and going outside of Sterling Brothers & Taylor's store, they fred at the same instant. Pitman fell dead and Blaine died in two hours.

FIRST TO RENOUNCE ALLEGIANCE TO FRED ERICK III.

SCHENECTADY, N. Y., March 12.-The first German to renounce his allegiance to Emperor Frederick III is John Gross, of this city, who became a citizen of the United States, and swore he would support the Con-stitution, before Judge Beattle this morning. WRECK ABOVE THE STREET.

ACCIDENT ON THE ELEVATED ROAD.

ONE MAN KILLED AND SEVERAL INJURED-A COL-LISION DUE TO THE BLINDING STORM-A FAST TRAIN TELESCOPES ANOTHER ON THE THIRD-AVE, LINE.

A collision occurred on the Third Avenue Elevated Railroad yesterday morning in which one person lost his life and several passengers sustained injuries.

A train of four cars drawn by one engine and with ine No. 96 in the rear, to assist in pushing the Engine No. 96 in the rear, to assist in pushing the cars from the Seventy-sixth Street Station up the grade to Sixty-seventh-st., started from the former station at 7:40 and only got a short distance when the engineers found it necessary to back toward Seventy-sixth-st. again in order to get a better start, the tracks being deeply covered with snow and so slippery that the driving wheels would not catch but whirled round without making any progress. Just as the rear en-gine got to the south end of the Seventy-sixth-st. platform it was crashed into by a train drawn by Engine The engineer of the fast train could not see many

were crowded on the platform awaiting their trains to running the train could not be stopped. The two trains crashed into each other with terrific force and a report followed that was described by a Third-ave, store-keeper as like a thunder clap. The engine drawing the fast train struck Engine No. 1 with such force as to telescope the latter fully three feet into the rear car of the first train which it was pushing. The fireman, Martin Byrne, called to his engineer, Samuel Towle, to jump off, seeing what was about to happen, but Towle remained at his post and was wedged in between the tender and engine, which were broken asunder by the force of the shock.

TAKEN DYING FROM THE WRECK.

A gang of men was instantly put to work with axes and picks, and after considerable labor Engineer Towle was extricated and taken across the track to the uwaiting room on the up-town side, where he died in a scalded by the dense clouds of steam which escaped

from the engine, which was totally wrecked. Both the trains were packed with passengers, and terely injured by the wreck caused by the telescoping

fourth-st.

SILVEIL BRAS—Severe laceration of arm and hand from herbon glass and splinters; is forty and lives at No. 200 East One-hundred-and-fifty-first-st.

RYAN, PATRICK—Fractured arm. He was engineer on e rear engine.

i WINKLE, C. E.-Injuries to the right leg; lives at c. 1,862 Third-ave.

No. 1,862 Third-ave. Engineer Samuel Towle of Engine No. 1, who was killed, lived at Ninety-second-st, and Lexington-ave.. His body was taken from the Elevated station to the nearest police-station-house, to await action by a

beet Cable Company, was in the rear of the first train, going to his work. He said that he was standing about the wides from the rear door when the continued to expect the continued to a provided the same of the first train to come in, and the continued to spinlers and training about the wides of the car, reducing it to spinlers and training about the car, reducing it to spinlers and training about the car, reducing it to spinlers and training about the car, reducing it to spinlers and training about the car, reducing it to spinlers and training about the car, reducing it to spinlers and training about the car, reducing it to spinlers and training about the car, reducing it to spinlers and training about the spinlers and the car, reducing it to spinlers and the car, reducing a profit of the car, reducing the middle season as the car, reducing the car, reducing the middle season as the car, reducing the car, reducing the middle season as the car, reducing the middle season and the car, reducing the middle season as the car, reducing the middle seaso

The ticket agent at the Seventy-sixth-st, station untimed to sell tickets long after the accident orurred, although no cars were run until afternoon, a and the other employes of the railroad company clined to furnish any information about the colion. At the offices of the road, No. 91 Broadway, slonel Ifain was reported to be absent looking after a traffic on the roads. Vice-President Galloway as on hand but all inquiries of reporters were met the officials with professions of total ignorance on a subject.

ject.

affic was almost at an entire standstill on the troads, owing to the storm, and out of the alms which usually constitute the day's traille

## LABOR TROUBLES.

VOTING AGAINST THE SOCIALISTS. Boston, March 12.-At a meeting of the Central Labor Union of Boston yesterday, the special committee appointed to confer with the State Executiv of the Kuights of Labor, for the purpose of effecting a unity of action between the two bodies, reported that an agreement had been reached that no person should be initiated into either organization until both were satisfied that he was a delinquent member of neither. The meeting after a long discussion, decided by a vote of twenty-three to twenty-two not to admit delegates from the Socialist section into the Central Labor Union of Roston. The sum of \$50 was appropriated for the locked-out marble workers.

LITTLE HOPE OF ENDING THE SPINNERS' STRIKE. New-Bedford, Mass., March 12.-The chance of the Wamsutta Mill starting up to-day is a slim one. The striking spinners have put on a bold front. At a meeting of Onward Assembly on Saturday night a

Boston, March 12 - The action of Alles & Fisher, F. P. Korton, and Sweatt Sanborn & Co. in Joining those

Kansas City, Mo., March 12.-The car-repairers to work yesterday. They have been in the habit of working on sunday until about 2 o'clock in the afternoon and laying off the rest of the day, drawing a full day's pay. The new master mechanic told them that they would have to work the entire day, hence their refitsal to work yesterday.

BURGLARS ATTACK A SAFE WITH DYNAMITE. GILMAN, III., March 12.—The banking nonse of Parker & Allen was entered by orgiars early yesterday morning, entrance to the building being effected through a side window. without much trouble; then a small hole was bored in the centre of the safe door and charged with dynamite. The explosion biew open the safe door and utterly demolished it. Their operations to force an entrance demolished it. Their operations to force an entrance into the burglar-proof box, where the money was, were systematic, but after a labored amount of drilling and repeated charges of dynamite, they were compelled on account of the time, to retire without their booty. The bank was carrying large sums belonging to the township and various drainage districts in this part of the State. The burglars took \$1 000 in currency, which was outside of the burglar-proof box. The safe was damaged to the extent of \$1.500.

ONE MAN KILLED AND TEN BADLY HURT. MCALLISTER, I. T., March 12 .- At Kavanaugh, in the Choctaw Nation, on Saturday, the boiler in Tucker's saw mill exploded, killing a boy instantly and injuring ten men so severely that their recovery is doubtful. William Patterson, the fifteen-year-old son of James Patterson, the engineer, was blown through the roof

NEW-YORK OVERWHELMED . BY A

BLIZZARD.

BUSINESS SUSPENDED AMD TRAFFIC AT A STANDSTILL,

ELEVATED AND SURFACE ROADS BLOCKED-MANY ACCIDENTS AND ONE PATAL COLLI-SION - TELEGRAPH AND TELEPHONE WIRES DOWN-A FURIOUS, BLINDING GALE THAT MUDE EXPOSURE TO IT AN EXQUISITE TORTURE.

The forcible if not elegant vocabulary of pugliism supplies the phrases which will, perhaps, best reveal to the popular imagination the effect of the storm that visited New-York yesterday. New-York was simply "knocked out," "paralyzed," and reduced to a condition of suspended animation. Traffic was practically stopped, and business abandoned. The elevated railway service broke down completely, but not without supplying a tragedy to the history of the day; the street-cars were valueless; the suburban railways were blocked, telegraph communications were cut; the Exchanges did nothing; the Mayor didn't visit his office; the city was left to run itself; chaos reigned, and the proud, boastful metropolis was reduced to the condition of a

have been before in New-York winds that have howled louder and sped faster and snowfalls heavier and deeper; but never before, not even in the memory of that most astute disciple of Ananias-" the oldest inhabitant" - such a terrific combination of wind and snow.

To say that March exhibited the lion-like qualities, with which it is usually credited, would be a weak slander. March yesterday wasn't a lion merely; it was a whole howling menagerie.

GATHERING FORCE ABOUT MIDNIGHT. The mischief began brewing on Sunday with drizzling rain and gusty winds, which steadily in-

drizzling rain and gusty winds, which steadily increased in force. The rain gave way to snow at ten minutes after midnight, and then the wind lashed itself into fury and howled wrathfully Newspaper men going home in the "wee sma' hours o' the morning" found progress difficult. To avoid getting "stalled" the trains on the Third Avenue Elevated Railroad skipped the intervening stations between Chatham Square and Ninth-st. and Ninth-st. and Thirty-fourth-st., and so on until the terminus was reached.

When the city awoke, it was staggered and amazed. Great rifts of snow that kept shifting and twisting were piled up at the doors; side-walks and streets were invisible, the air was filled with sleet and tine pellets of hail, which, impelled by the force of the wind, pinched and stung like hot needles, and clouded the vision with what looked like clouds of white smoke. The consequent discomforts began ear y. The milk and bread for the morning breakfast were frequently missing, because the milkman and the baker were unable to make their rounds. To add to the disagreeableness of stale bread and coffee without milk, the morning newspaper, on which the head of the family so often vents his spleen, was frequently missing.

of business started down town, did he fully realize

did not resume it until the storm had abated something of its violence.

On the elevated railroads matters were worse than on the streets, and it is certain that some result of the storm will be to start a "boom" for Mayor Hewitt's underground scheme. The elevated trains proved a "dehasion and a snare" a trap for the unwary traveller-for they were often often compelled to come to a stand-still between stations, and stop there for hours, where there was no getting out of them except at expense of life and limb. While the storm was raging no train got through under three or four hours, and for the greater part of the day no elevated trains ran.

Most of the people who succeeded in getting down town had to foot it. Only the favored of fortune could avail themselves of the other alternative and endure the extortion of some mer-

To any one who ventured abroad on a tour

into the city on the earlier suburban trains and when they started homeward learned that there were no trains. To make matters worse when

ATTHE MERCY OF THE STORM thirty-five miles an hour and its greatest force at any time was forty-two miles an hour. BLOCKADE OF LOCAL LINES.

NO TRAINS OUT OF THE CITY ALL DAY.

VAIN EFFORTS TO BREAK THROUGH THE DRIFTS-MUCH MARDSHIP AND SUFFERING. The storm shut the Grand Central Station com-

pletely out from the railroad world, not only as regarded incoming and outgoing trains, but even the telegraph wires were of no avail beyond Spuyten Duyvil after noon. The snow piled in Spuyten Duyvii after noon. The snow piled in upon the tracks between the Station and the tunnel which extends from Fifty-sixth-st. to Ninety-sixth-st., so that no trains could be sent out even had there been a clear space beyond. The tunnel itself was comparatively free from snow, although the flakes flew in from the openings to the street, and in many places under the openings the drifts piled up from five to eight feet deep.

EVERYTHING BLOCKADED BEYOND THE TUNNEL.

Revend the tunnel the storm had undisputed

Beyond the tunnel the storm had undisputed

maccareni.

This event was discouraging. Mr. Depew and Mr. Toucey conferred. They hit on a plan. Mr. Depew recalled the nature, tendency and effect of good dinners, and he felt sure that something of this kind would "fetch 'em." So 300 more Italians were engaged later in the day, and a good supper was the first hard work that they were called on to wade through. They succeeded in this and then tackled the blizzard, but as the monster held the whip hand and used it vigorously, doubt rested on the Grand Central power as to whether the Italians would weather the night.

FORTY TRAINS STUCK BELOW WOODLAWN.

All hope of doing anything to remove the snow

All hope of doing anything to remove the snow should abate its vehemence. Superintendent Toucey said late in the day that some forty trains

A telegram was received from Buffalo before noon that the sun was shining in that city, and the water from the melting snow running in the streets. Even the long distance telephone to Albany gave out, and no word could be got over it. The Stamford local got as far as One-hundred-and-tenth-st, and two passengers walked down to the station in hopes to take the elevated road. Their hopes were dashed.

CHOWERS ATTICK GRAND CENTRAL STATION. A telegram was received from Buffalo before

CROWDS AT THE GRAND CENTRAL STATION. various parts of the city all day. They heard

ternative and endure the extortion of some mercenary and merciless Jehu. Fabulous prices were demanded and often paid for carriage hire. To walk any distance required a good deal of "bull dog" persistancy and good powers of endurance. Not a few did it at the expense of frost-bitten cars. Umbrellas were useless. No expertness could prevent them being "inside out" in short order, for the wind shrieked and howled around corners without any regard for passers by.

The snow was uneven and treacherous and the wind prevented it from packing. Brifts varied in height from two to three, four, and even five feet, and they never remained long in one place, for the demon of the storm was more urgent and peremptory than was ever any blue-coated minion of the law in keeping things moving.

To add to the difficulty of leoomotion was the danger of getting one's legs smarled up in the wrecked telegraph, telephone and electric light wires that were plentifully strewed about. But worse of all was the sleet that congeaied upon the eyelids and made it frequently as impossible to see where one was going as though in the midst of a London "pea-soup" fog. As a result, collisions between pedestrians were frequent, though the results were always accepted good-naturedly.

To any one who various diverged to the could. Mr. Toucey said that this was the second the cuts within three hours, if he could get 1,000 men. But it seemed almost impossible to see where one was going as though in the midst of a London "pea-soup" fog. As a result, collisions between pedestrians were frequently the proposition of sandwiches on the delayed trains, as far as they could be put at work shoveling out the snow.

Agencial distribution of sandwiches on the delayed trains, as far as they could be put at work shoveling out the snow.

Agencial distribution of sandwiches on the delayed trains, as far as they could be reached, was ordered by the railroad officials.

The JERSEY ROADS JUST AS BADLY OFFA.

The remainded of the cuts within three hours, if he could get 1,

To any one who ventured abroad on a tour of observation nothing was more noticeable than the spirit of good humor that prevailed everywhere. It was eminently characteristic. Under similar circumstances the Briton would have grumbled persistently and volubly. But the American simply laughed at every mishap and discomfort and made light of it. And to any one in good health there was a heap of fun in this plunging through snow-drifts and defying Old liereas to do his worst. But his ruder blasts often compelled one to cling to a telegraph pole or a lamp post until their force was spent.

Of course many sign posts and awings were wrecked, and the pedestrian who was luckless enough to let his hat go in the clutch of the storm frequently found pursuit hopeless. Numerless were consioned. It often happened that clrks and others who succeeded in reaching their stores or offices found that those to whose freeping the keys had been entrusted had got "stack" somewhere on the way. Then their plight was a sad one: it was hard to decide whether it was best to wait or strike out for home again. The only shops that did any business of any consequence were the grog shops, the cigar shops and the "gent's furnishing" stores, where ear muffs and such protectors from Arctic weather were sold. The storm stopped the work of the law courts; the legal mill ceased to grind and for a day offenders went with the furnishing of fundance in the store whose freeping the keys had been entrusted had got "stack" somewhere to strike out for home again. The only shops that did any business of any consequence were the grog shops, the cigar shops and the "gent's furnishing" stores, where ear muffs and such protectors from Arctic weather were sold. The storm stopped the work of the law courts; the legal mill ceased to grind and for a day offenders went: "whipit of justice," though the goddess stuck to her perilous post on top of City Hall.

No RETURN TRAINS TO THE SUBURBS.

Sad was the plight of many who had come into the city on the earlier suburban t

Practically the same state of affairs reigned on the New-Jersey Ceptral. All telegraphic communication was cut off between New-York and they hurried to the telegraph offices to send reassuring messages to their wives and families, they were frequently told that the wires were they were frequently told that the wires were on "communications open."

Many people rather than put up with the discomfort of a return uptown on foot, stopped for the night at down-town hotels. Taken all in all the night at down-town hotels. Taken all in all it was a unique experience for New-York, one than two for many a day. Up to 3-o'clock, two feet of snow had fallen. The average valority of the wind for the day was

The average valority of the wind for the day was

The Jersey branches of the Erie read were all to the fact that more of them are under ground and as a rule are better protected that the others. Telephone communication was kept up pretty much all over this city and Brooklyn through trains arrived over the read, both early in the morning, the day as a rule are better protected that the others. Telephone communication was kept up pretty much all over this city and Brooklyn through trains arrived over the read, both early in the morning, the day as a rule are better protected that the others. Telephone communication was kept up pretty much all over this city and Brooklyn through trains arrived over the read, both early in the morning, the force the blockade became complete. One local train, which was due at Jersey Centrain, which was due at Jersey Centrain with three locomotives at about noon. The Communication was kept up pretty much all over this city and Brooklyn through trains, and as a rule are better protected that the others. Telephone communication was kept up pretty much all over this city and Brooklyn through trains, which was due at Jersey Of course, experienced with every storm, but the day. Of course, experienced with every storm, but the day out the day. Of course, experienced with every storm, but the day out the day. Of course, experienced wi they hurried to the telegraph offices to send re-

blocked with the exception of the New-York and New-Jersey to and from Haverstraw. The block, ade was below the tunnel, and was occasioned not by snow drifts, but by the freezing up of the switches. A switch had been opened early in the morning for the local from Haverstraw, which consists of a smoking-car and one coach. This train got through all right, but when an attempt was made to turn the switch so as to shunt in the other tracks conversing there, it was found to be impossible. None of the trains on the main line, the Northern of New-Jersey, or any of the other branches could be run through the tunnel on account of this mishap. The passengers from all the trains had to walk across to the New-York and New-Jersey tracks and jam themselves into the two little coaches. After several of these trains had made their way nearly to the Jersey City station, one of them was stalled, and could not be moved. A procession of snowed-up trains formed, and long arrays of passengers waded to Jersey City, a distance of three-quarters of a mile. A number of them had their ears frozen, and no one was inclined to be jocular upon his arrival.

MAKING THE BEST OF IT AT HOBOKEN.

The Delaware, Lackawanna and Western fell into line with the rest. The wires were all down

EVENTHING BLOCKADED BEYOND THE TUNNEL.

Beyond the tunnel the storm had undisputed sway. The channel through which the depressed tracks of the New-York Central and the New-Haven and Hartford roads run formed the best possible kind of a resting-place for the snow swiring above; the high walls at the side contributed to this advantage. The result was that the snow piled into the open cut and filled it up to the level of the walls on either side.

President Depew and Superintendent Toueey made various efforts through the day to break through the snow covering the tracks between the station and the tunnel. But it was no use. First one engine was sent steaming proudly north. The bizzard met it square to the cow-catcher with a solid front of snow. The engine did not long butt at the bilzzard in this form, but yielded and returned to the station.

Mr. Depew thought that the bilzzard must be a trifle tougher than an after-dinner speech, so two engines, coupled together, sailed proudly north. Their combined trail came back between their combined tail came back between their strength united, their steam in full play. They, too, met the bilzzard and won.

They be one of the drops that went the bilzzard and the Dizzard had won.

They condition the open and Supplied and returned to the station.

The peew looked solemn, and seemed to think that he had run against seemed to think that he bid the proper seemed to the station and the tunnel of the tracks of the drops that went to the condition of the tracks of the drops that went to the condition of the tracks of the drops that went to the condition of the tracks of the drops that went to the open and the tunnel to the open and supplied to the tracks between the tracks, but with what success was not known at a late hour. The men were all well fed before they left and were supplied the tracks but with what success was not known at a late hour. The men were all well f the blizzard. Their combined tail came back between their combined legs, so to speak. Mr. Depew looked solemn, and seemed to think that he had run against something heavier than a boom, and so three engines went gavly to the north, their strength united, their steam in full play. They, too, met the blizzard disguised as a harmless snow-bank. Then the engines returned together. They had "bucked" against the blizzard and the blizzard had won.

THRUE HUNDRED HALLANS DISCOMFITTED.

Recalling the story of the drops that wear the rock, the Grand Central powers hired them amid taste of the storm, lest the memory of sunny Italy should melt their ardor, they were sent to work in the yard. After an hour's steady work, the 369, forgetfal of Leonidas, "kicked" against the blizzard and insisted on returning to their maccaroni.

This event was discouraging. Mr. Depew and Mr. Toucey conferred. They hit on a plan. Mr. Depew recalled the nature, tendency and effect of good dinners, and he felt sure that something of this kind would "fetch 'em." So 300 more Italians were engaged later in the day, and a good supper was the first hard work that they were called on to wade throught. They succeeded in this and then tackled the blizzard, but as the monster called on to wade throught. They succeeded in this and then tackled the blizzard, but as the monster called on to wade throught. They succeeded in this and then tackled the blizzard, but as the monster called on to wade throught. They succeeded in this and then tackled the blizzard, but as the monster called on to wade throught. They succeeded in this and then tackled the blizzard, but as the monster called on to wade throught. They succeed in this and then tackled the blizzard, but as the monster called on to wade throught. They succeed in this and then tackled the blizzard, but as the monster called on to wade throught. They succeed in this and then tackled the blizzard dupt.

No trains, except one to Rockaway and one to 8 a. m. Among those who climbed on board as Babylon was Austin Corbin. From Babylon Babylon was Austin Corbin. From Babylon progress was slow. At 2 o'clock p. m. the train, with Mr. Corbin still on board, was stack fast in a drift just outside of Jamaica Unsuccessful efforts were made to reach the stalled train with snow-ploughs from the station. There was no news from this train or from the mail trains on the Greenport and Port Jefferson branches, which are also stuck in the snow somewhere this side of those towns. There are not many passengers on these three trains, but they must have suffered from cold and lack of food, unless they succeeded in reaching other shelter. Several hundred people are waiting at Hunter's Point far a break in the Long Island road blockade, which the officials think cannot come for at least twenty-four hours. Telegraph and telephone communication is abandoned on the island.

Springfield and other New-England cities. These

by 2 o'clock, and even between here and New-People hoping to depart by rail from the Grand | Haven little business could be transacted. The Central station kept arriving at that point from city business also suffered severely. The Western Union, like the other telegraph companies, has the news, expressed themselves in warm terms already made a considerable use of the sabways

the news, expressed themselves in warm terms about the blizzard—especially after having paid from \$10 to \$25 for a cab—and then, their cab having already departed, they got back to their hotels or houses as best they could.

Mr. Toucey said that this was the severest storm since the Grand Central station was built, an H871. Several trains were snowbound in 1871. Several trains were snowbound in 1871. Several trains were snowbound and Bridgeport were caught. The superintendent thought that after the wind died away he could clear the cuts within three hours, if he could get 4,000 men. But it seemed almost impossible to obtain that number. It was hard work to maise the second supply of Italians, and there was apprehension at the railread effice that these was apprehension at the railread effice that these was apprehension at the railread effice that these was about the snow.

A general distribution of sandviches on the delayed trains, as far as they could be reached, was ordered by the railroad officials.

THE JERSEY ROADS JUST AS BADLY OFF.

There was to all intents and purposes a complete blockade on all the roads connecting with North River ferries. Early in the day the ticket-agents of the Pennsylvania Railroad, at Courtlandt and Desbrosses sts., posted announcements over their windows that no trains would be run until further notice. There were crowds of disappointed travellers, whose sole anxiety seemed to be togot away from the city. Some of them had faith, that the "further notice" would arrive before long, and waited patiently. A number of expression of the Construction Depart—

efforts to clearing away the loose wires and broken poles. attempt was made to hang wires, of course, for as Foreman Brown of the Construction Department declared, it was practically impossible for any man to climb a pole in such a gale. No stempt will be made to repair anything, in face, until the storm abates. Many of the Western Union wires, especially those acquired by the consolidation of the Baltimore and Ohio and Matual Union Companies, run along country roses where it is impossible for linemen to go. It may take days to get these in working order again, as the highways are practically impassable at present.

as the highways are practically impassable at present.

The ocean cables worked all right, but in some instances the land connections with them were in bad shape. Not over a third of the desks in the big operating room of the Western Union were occupied. Many of the operators could not get to the office and those that did come had comparatively little to do. The other telegraph companies, except the Postal Company, had similar reports to make.

The Postal people claimed to be in better shape. Five buadruplexes and one single wire, they said, were clear to Boston and some of the Chicago circuits were in fair working order, but the Southern lines were hopelessly mixed. It was the general opinion of the telegraph officials that with all its violence the blizzard had not injured the telegraph service here in the city as much as had the memorable sleet storm of 1881, which broke up the service for a time entirely.

TELEPHONE WIRES GET OFF MORE EASILY.

TELEPHONE WIRES GET OFF MORE EASILY. The telephone wires suffered severely, but not as much as the telegraph lines. This was due to the fact that more of them are under ground